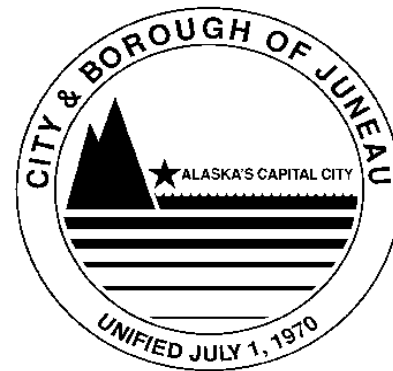


**McGinnis Subdivision Paving, PH IV
Hummingbird Lane Pavement and Improvement**

VOLUME II of II

Contract No. BE18-201

File No. 2001

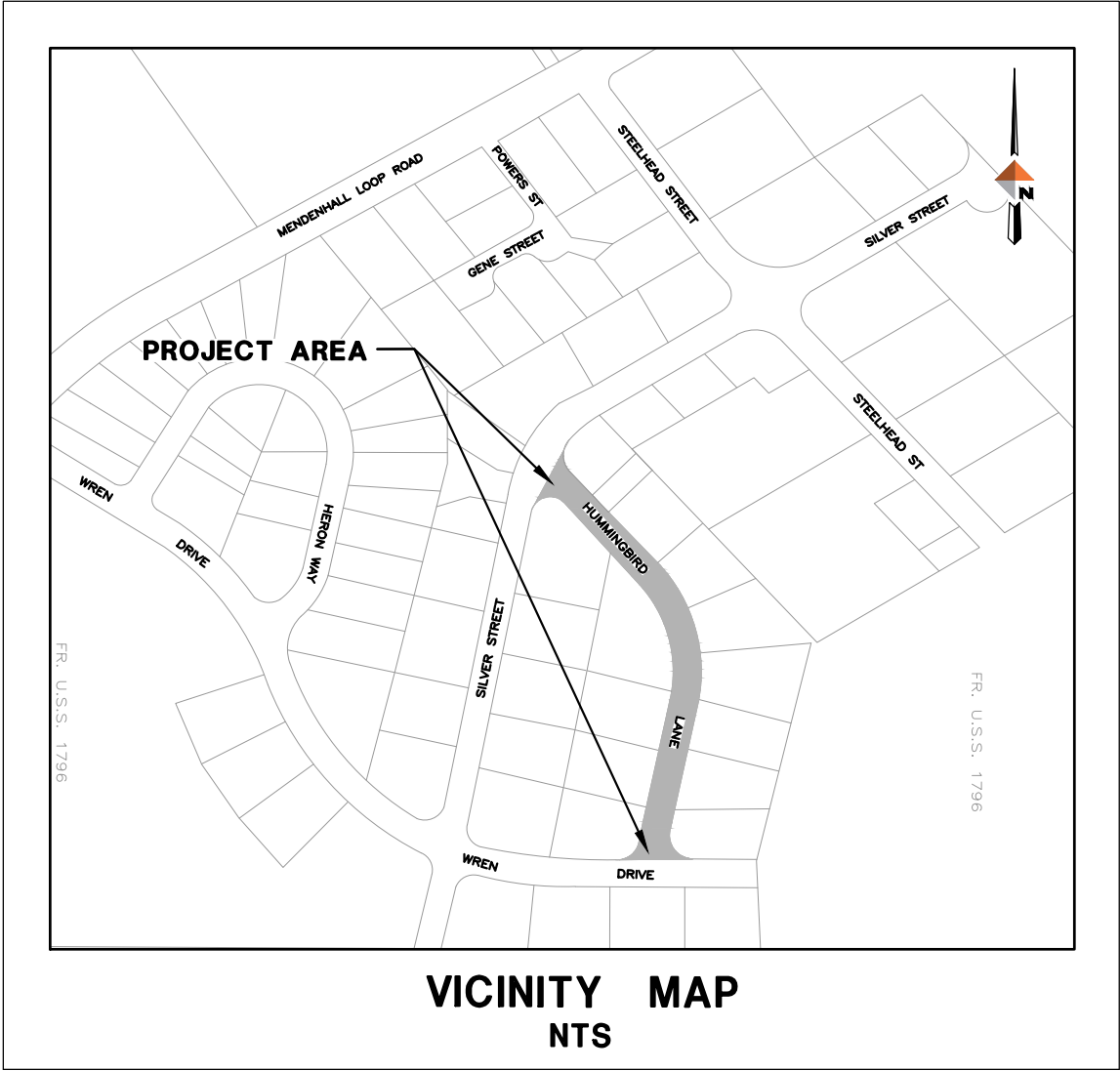


ENGINEERING DEPARTMENT

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MCGINNIS SUBDIVISION PAVING,
PHASE IV – HUMMINGBIRD LANE
CONTRACT NO. BE18-201



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PLANS DEVELOPED BY:
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5368 COMMERCIAL BOULEVARD
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LEGEND

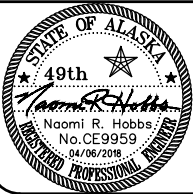
DESCRIPTION	EXISTING	REMOVE	PROPOSED
BURIED ELECTRICAL UTILITIES			
CONTROL POINT			
DITCH CENTERLINE			
DITCH BOTTOM			
DITCH TOP			
FENCE			
FILL LIMITS			
FIRE HYDRANT			
HOUSE NO			
MAILBOX			
MATCH TO EXISTING GRAVEL DRIVE			
PROJECT CONTROL LINE			
PROPERTY LINE			
LIGHT POLE			
SANITARY SEWER PIPE			
SANITARY SEWER MANHOLE			
SHRUB			
SIGN			
STORM DRAIN PIPE			
SURVEY MONUMENT-REBAR W/ PLASTIC CAP			
TREE CONIFER			
TREE DECIDUOUS			
WATER LINE PIPE			
WATER VALVE BOX			

ABBREVIATIONS

AC	ASPHALT CONCRETE
ADOT&PF	ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BOP	BEGINNING OF PROJECT
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED POLYETHYLENE PIPE
CONC	CONCRETE
CTE	CONNECT TO EXISTING
DI	DUCTILE IRON
DIA	DIAMETER
EOP	END OF PROJECT
FL	FLOW LINE
FG	FINISHED GRADE
GV	GATE VALVE
INV	INVERT
LT	LEFT
MH	MANHOLE
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PT	POINT OF TANGENT
PVI	POINT OF VERTICAL INTERSECTION
POC	POINT ON CURVE
PCC	POINT OF COMPOUND CURVE
PVC	POLYVINYL CHLORIDE PIPE
ROW	RIGHT-OF-WAY
RT	RIGHT
SHLD	SHOULDER
STA	STATION
STD	STANDARD
TP	TOP OF PAVEMENT
TTCP	TEMPORARY TRAFFIC CONTROL PLAN
UD	UNDER DRAIN
ABBREVIATIONS TO BE USED WITHOUT PERIODS	

GENERAL NOTES

- BEGIN SUBCUT AT 24 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS, OR DIRECTED BY THE ENGINEER. REMOVE AND REPLACE BASE COURSE WITH 6 INCHES OF 2" MINUS SHOT ROCK WITH BASE COURSE, GRADING D-1 TO 12 INCHES FROM PAVEMENT SAWCUT LINE. SAWCUT AS NECESSARY ALONG ALL STREET AND DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE.
- LARGE BOULDERS, STUMPS, LOGS, ORGANICS AND GROUND WATER MAY BE ENCOUNTERED AT VARIOUS DEPTHS DURING EXCAVATION OPERATIONS.
- CONTRACTOR SHALL ENSURE UNINTERRUPTED GARBAGE PICKUP AND DAILY MAIL SERVICE TO ALL RESIDENCES AFFECTED BY THIS PROJECT.
- THE 4TH EDITION OF THE CBJ STANDARD DETAILS, DATED AUGUST 14 2011, IS MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
- ALL EXISTING STORM DRAIN PIPES (6 INCH DIAMETER AND LARGER), AND APPURTENANCES (TO BE ABANDONED) THAT ARE WITHIN THE STREET LIMITS, SHALL BE REMOVED AND DISPOSED OF, OR FILLED WITH SLURRY, UNLESS OTHERWISE NOTED.
- EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS-BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF THE EXISTING PIPES SHOWN ON THE ELEVATIONS ARE ASSUMED. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EACH EXISTING SERVICE PIPE PRIOR TO INSTALLING THE STORM DRAIN PIPES. DIAL BEFORE YOU DIG 586-1333.
- GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- LOCATION OF CULVERTS AND CULVERT LENGTHS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES AT 586-0393 OF ANY WATER MAIN INTERRUPTION AT LEAST 24 HOURS IN ADVANCE IN ACCORDANCE WITH SECTION 02601 - WATER PIPE.
- PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT A BOUNDARY SURVEY. EXISTING RECORD PLATS DO NOT CLOSE WITH EACH OTHER IN SOME CASES. THE PROPERTY LINES SHOWN ON THESE PLANS ARE A BEST FIT APPROXIMATION OF CLOSURE.
- CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING WATER AND SEWER PIPES TO DETERMINE PIPE INSULATION LOCATIONS, AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES. THE SERVICE LOCATIONS SHALL BE MARKED WITH PAINT WHERE CROSSINGS WITH THE NEW PIPING WILL OCCUR PRIOR TO PROCEEDING WITH THE PIPE INSTALLATION.
- ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT AND ETC.) PRIOR TO CONSTRUCTION, REMONUMENT AFTER SURFACING IS REPLACED, AND SUBMIT A RECORD OF MONUMENT TO THE ENGINEER. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
- ALL ASPHALT AND CHIP SEAL PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE.
- AEL&P, ACS, AND GCI MAY CONDUCT WORK WITHIN THE PROJECT LIMITS TO RELOCATE UTILITIES AND UPGRADE THEIR RESPECTIVE SYSTEMS. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITY COMPANIES TO CONDUCT THEIR WORK.
- THE CONTRACTOR SHALL RESTRICT ITS COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO ENSURE NO DAMAGE OCCURS TO ADJACENT BUILDINGS OR STRUCTURES. REFER TO SECTION 01530, ARTICLE 1.7 FOR FURTHER REQUIREMENTS.
- THE PLAN SHEETS DO NOT SHOW ALL OF THE TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO TREES OR OTHER VEGETATION ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT WRITTEN APPROVAL OF THE PROPERTY OWNER.
- THE CONTRACTOR SHALL NOTIFY EACH RESIDENT OF EACH DRIVEWAY CLOSURE THE DAY PRECEDING THE DAY THE DRIVEWAY IS TO BE CLOSED TO VEHICULAR ACCESS. THE RESIDENT SHALL BE INFORMED OF THE PERIOD OF TIME THE CLOSURE WILL BE IN EFFECT. NO DRIVEWAY CLOSURES WILL BE PERMITTED UNTIL THIS REQUIREMENT HAS BEEN MET TO THE SATISFACTION OF THE ENGINEER.
- "JUMPING JACK" OR SIMILAR TYPE COMPACTORS SHALL BE USED TO THOROUGHLY COMPACT ALL LAYERS OF MATERIAL AROUND WATER VALVE BOXES, MANHOLES AND OTHER STRUCTURES.



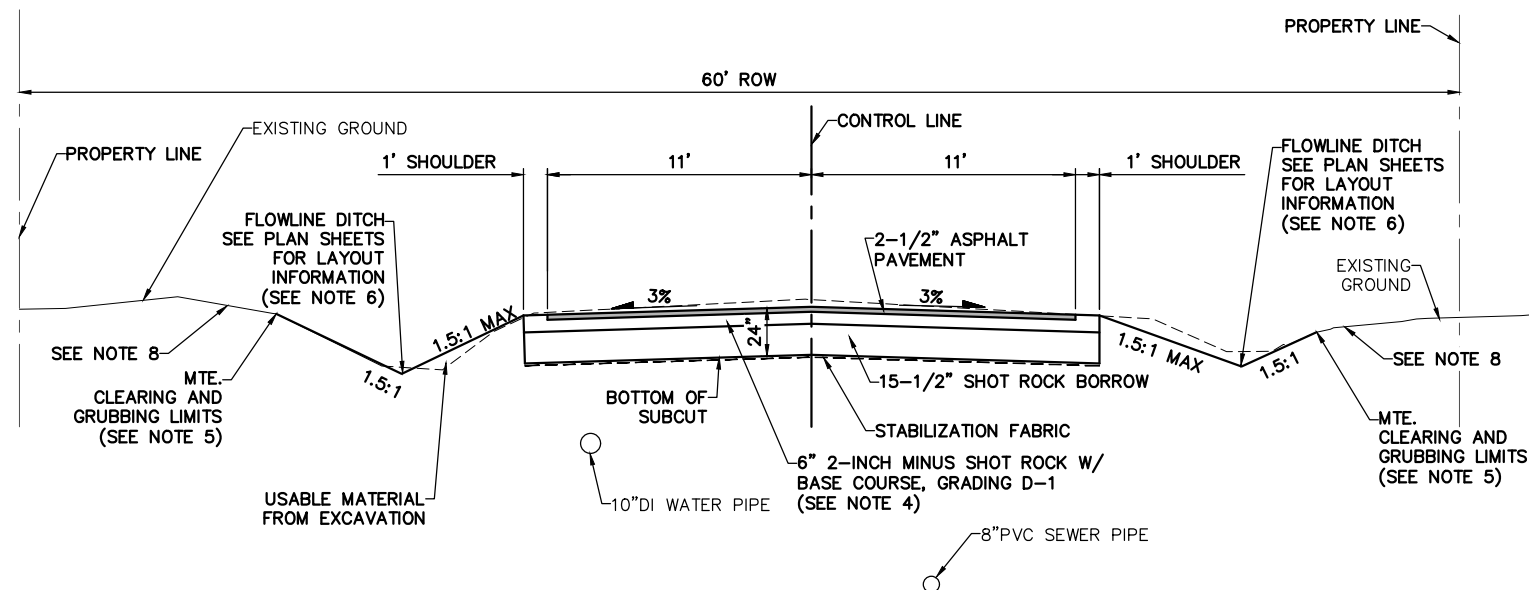
PLANS DEVELOPED BY: DOWL 5368 COMMERCIAL BOULEVARD JUNEAU, ALASKA 99801 907-780-3533 AECL848				
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JOB No. J70784.05	DRAWN BY: STAFF	DESIGNED BY: STAFF	CHECKED BY: STAFF	DATE: APRIL 2018



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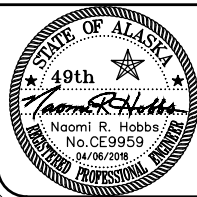
LEGEND, ABBREVIATIONS,
AND GENERAL NOTES

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of
15



NOTES FOR TYPICAL SECTION

1. SEE HORIZONTAL AND VERTICAL CONTROL, ROAD LAYOUT AND GRADE DRAWINGS FOR GRADING DETAILS.
2. UNDERGROUND ELECTRICAL, STORM, SEWER AND WATER SERVICES NOT SHOWN ON TYPICAL SECTION. SEE PLAN SHEETS FOR LOCATIONS.
3. ALL FILL AREAS BEYOND SUBCUT LIMITS SHALL BE BACKFILLED WITH USEABLE MATERIAL FROM EXCAVATION AND GRADED TO DRAIN, AS APPROVED BY THE ENGINEER.
4. THE BASE COURSE LAYER WITHIN THE ROADWAY SHALL BE 4" TO 5" OF 2-INCH MINUS SHOT ROCK WITH 1" TO 2" TOP LAYER OF BASE COURSE, GRADING D-1 FOR A TOTAL THICKNESS OF 6". THE 2-INCH MINUS SHOT ROCK SHALL BE WELL COMPACTED PRIOR TO PLACING THE BASE COURSE GRADING D-1.
5. CLEARING AND GRUBBING LIMITS VARY AND SHALL BE ESTABLISHED BY THE FLOW LINE OF THE DITCH. THE CONTRACTOR SHALL SCARIFY ALL DISTURBED AREAS WITHIN THE CLEARING AND GRUBBING LIMITS, GRADE THESE AREAS TO A UNIFORM, WELL-DRAINED APPEARANCE, AND THEN HYDROSEED.
6. THE CONTRACTOR SHALL USE GRADING HUBS ALONG THE FLOW LINE OF THE NEW DITCH AT 50' MAXIMUM SPACING TO ENSURE EVEN FLOW BETWEEN CULVERT ENDS AS SHOWN ON THE DRAWINGS AND AS DIRECTED BY THE ENGINEER. THE NEW DITCH SHALL FOLLOW THE EXISTING UNLESS OTHERWISE NOTED OR REQUIRED TO MAINTAIN A MAXIMUM FORESLOPE OF 1.5:1.
7. DEPTH OF EXISTING CHIP SEAL AND AC PAVEMENT MAY VARY. ASSUMED DEPTH OF CHIP SEAL OR AC PAVEMENT TO BE 2 1/2 INCHES.
8. THE CONTRACTOR SHALL INSTALL 3 INCHES OF TOPSOIL W/ SEEDING IN DISTURBED AREAS AS APPROVED BY THE ENGINEER. TOPSOIL SHALL BE PAID FOR AS A CONTINGENT ITEM UNDER PAY ITEM No. 2709.1.



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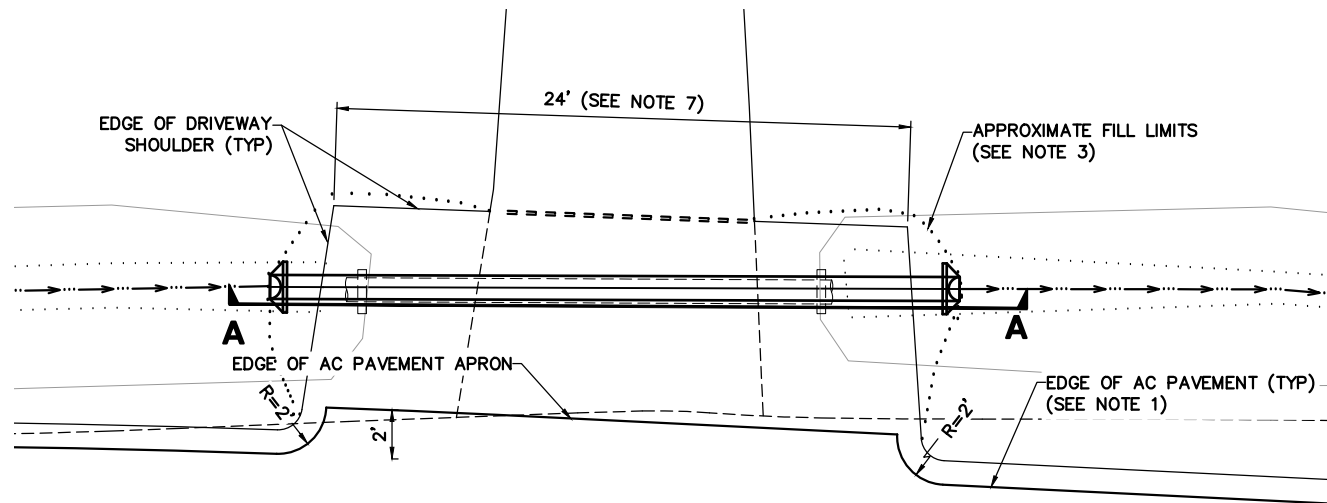


**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

TYPICAL SECTION

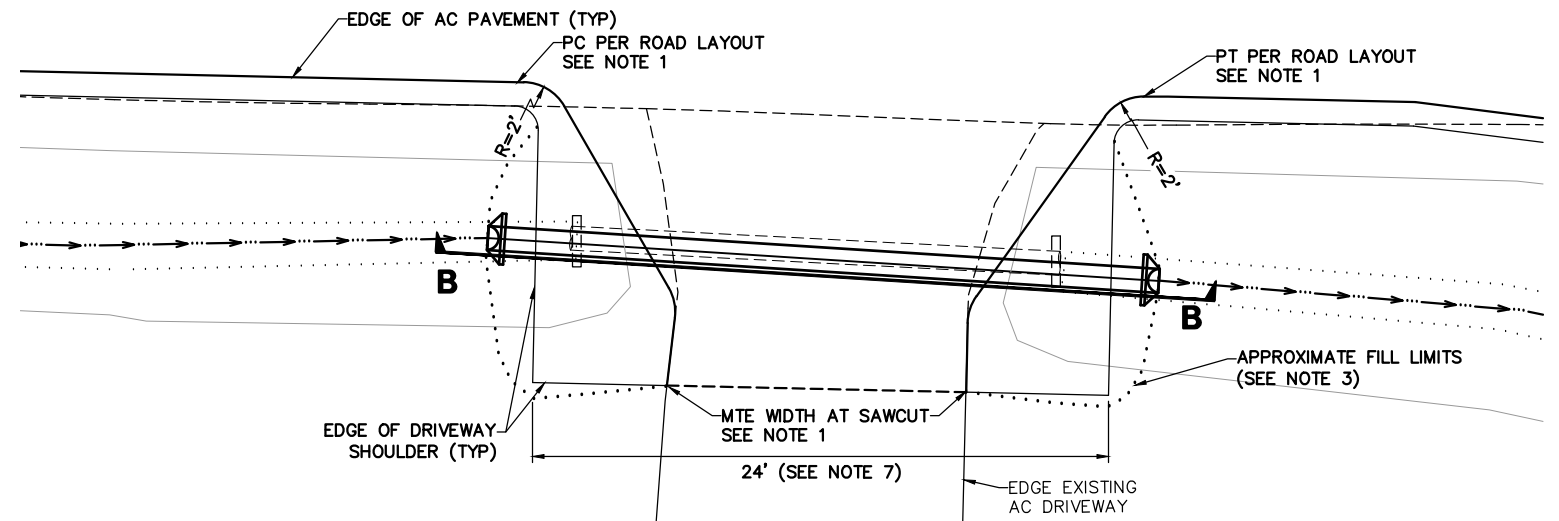
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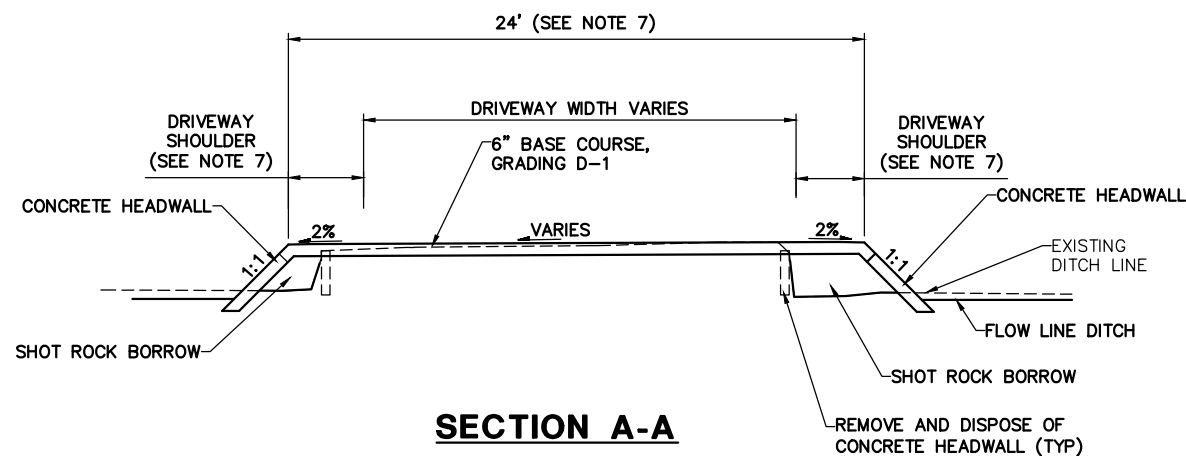


HUMMINGBIRD LANE

PLAN



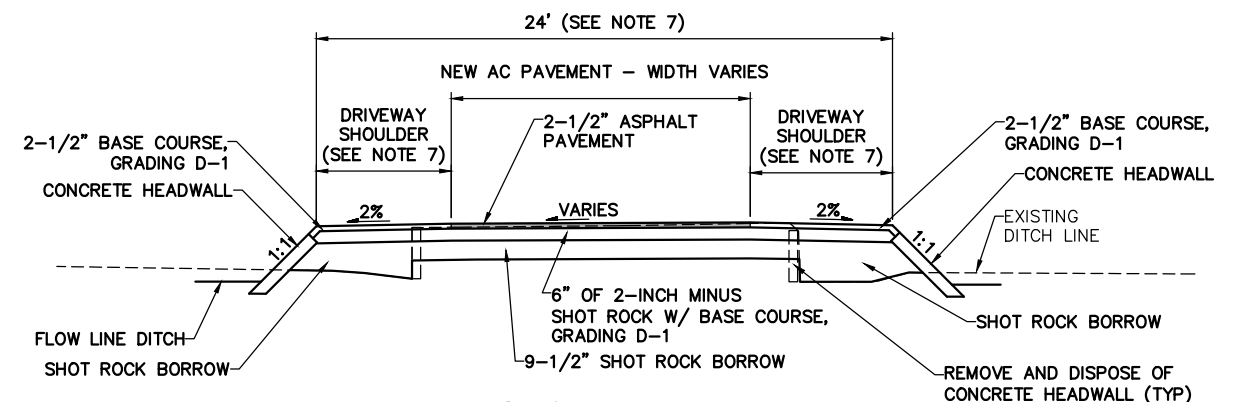
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SECTION A-A

GRAVEL DRIVEWAY

NTS



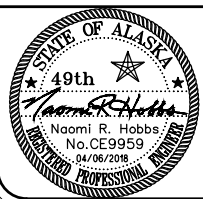
SECTION B-B

PAVED DRIVEWAY

NTS

NOTES

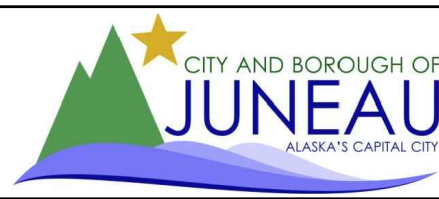
- SEE HORIZONTAL AND VERTICAL CONTROL, ROAD LAYOUT AND GRADE DRAWINGS FOR GRADING AND LAYOUT DETAILS.
- UNDERGROUND ELECTRICAL, STORM, SEWER AND WATER SERVICES NOT SHOWN ON TYPICAL SECTION. SEE PLAN SHEETS FOR LOCATIONS.
- SLOPE AWAY FROM EDGE OF DRIVEWAY SHOULDER AT 1:1 TO MATCH TO EXISTING GROUND. WORK SHALL BE COMPLETED AS APPROVED BY THE ENGINEER.
- DRIVEWAYS DISTURBED DURING CONSTRUCTION SHALL BE RECONSTRUCTED TO EQUAL, OR BETTER CONDITION WITH SUBGRADE REPLACED IN LAYERS TO MATCH THOSE REMOVED EXCEPT:
 - PAVED DRIVEWAYS SHALL BE SUBCUT TO 18 INCHES BELOW FINISH GRADE AND REPLACED WITH 9-1/2" OF SHOT ROCK BORROW, 6" OF 2-INCH MINUS SHOT ROCK W/ BASE COURSE, GRADING D-1 AND 2-1/2" OF AC PAVEMENT. SUBCUT SETBACKS FROM SAWCUT LINES SHALL BE 6". BACKFILL ANY AREAS BELOW THE REQUIRED SUBCUT LIMITS WITH SHOT ROCK.
 - GRAVEL DRIVEWAYS SHALL BE SUBCUT TO 6 INCHES BELOW FINISH GRADE AND REPLACED WITH 6" OF BASE COURSE, GRADING D-1. THE APRON SHALL BE CONSTRUCTED TO THE LIMITS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BACKFILL AREAS BELOW THE REQUIRED SUBCUT LIMITS WITH SHOT ROCK BORROW.
 - ORGANICS, ROOTS, WOOD OR OTHER DELETERIOUS MATERIALS ENCOUNTERED IN THE DRIVEWAYS DURING EXCAVATION OPERATIONS SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE. BACKFILL VOIDS BELOW THE REQUIRED SUBBASE LAYER WITH USABLE MATERIAL FROM EXCAVATION.
- BASE COURSE, GRADING D-1, MAY BE USED FOR THE FULL DEPTH OF THE 2-INCH MINUS SHOT ROCK LAYER UNDER THE DRIVEWAYS AS A NO COST SUBSTITUTION.
- DEPTH OF EXISTING CHIP SEAL AND AC PAVEMENT IS ESTIMATED TO BE 2 1/2-INCHES.
- CONSTRUCT TWO SHOULDERS OF EQUAL WIDTH ON EITHER SIDE OF DRIVEWAY TO ESTABLISH AN OVERALL WIDTH OF 24-FT UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



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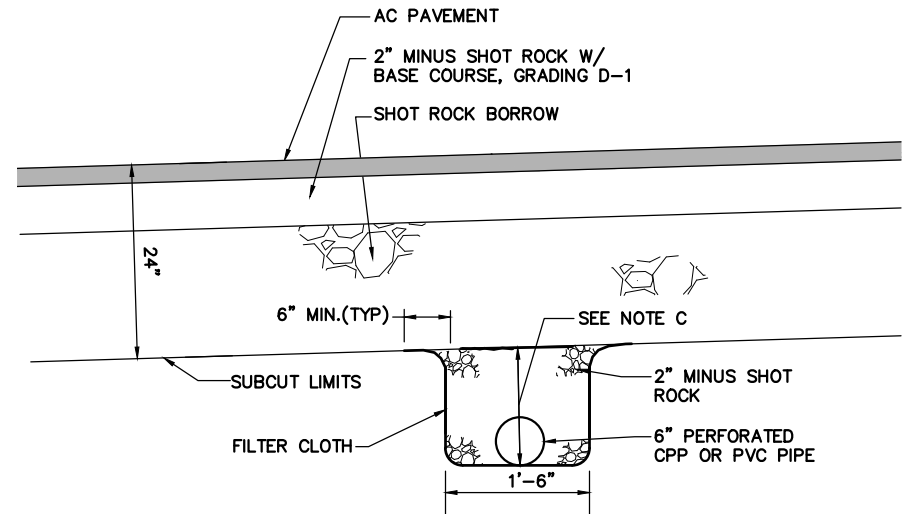
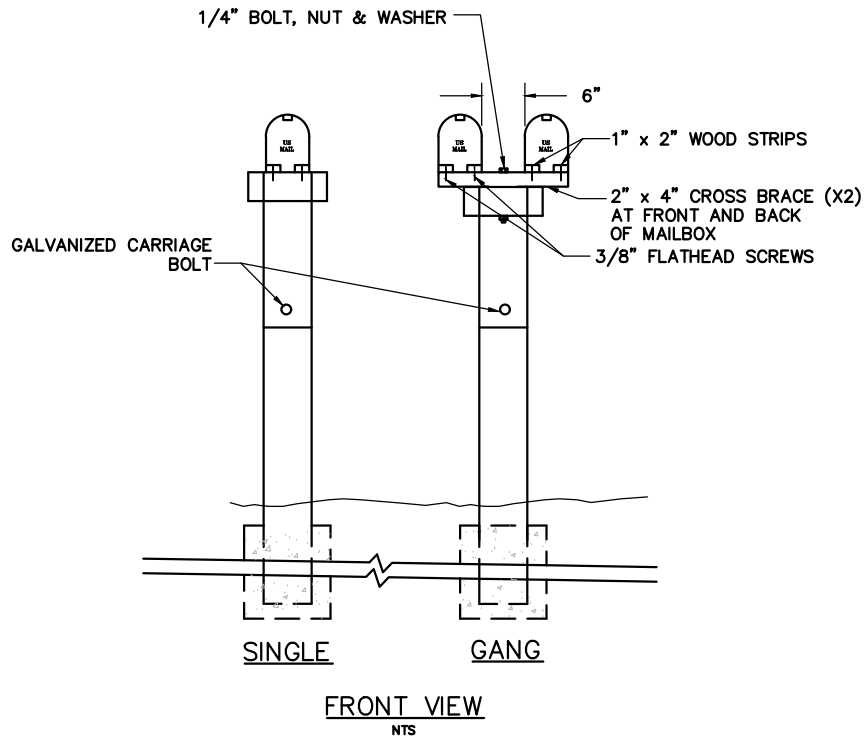
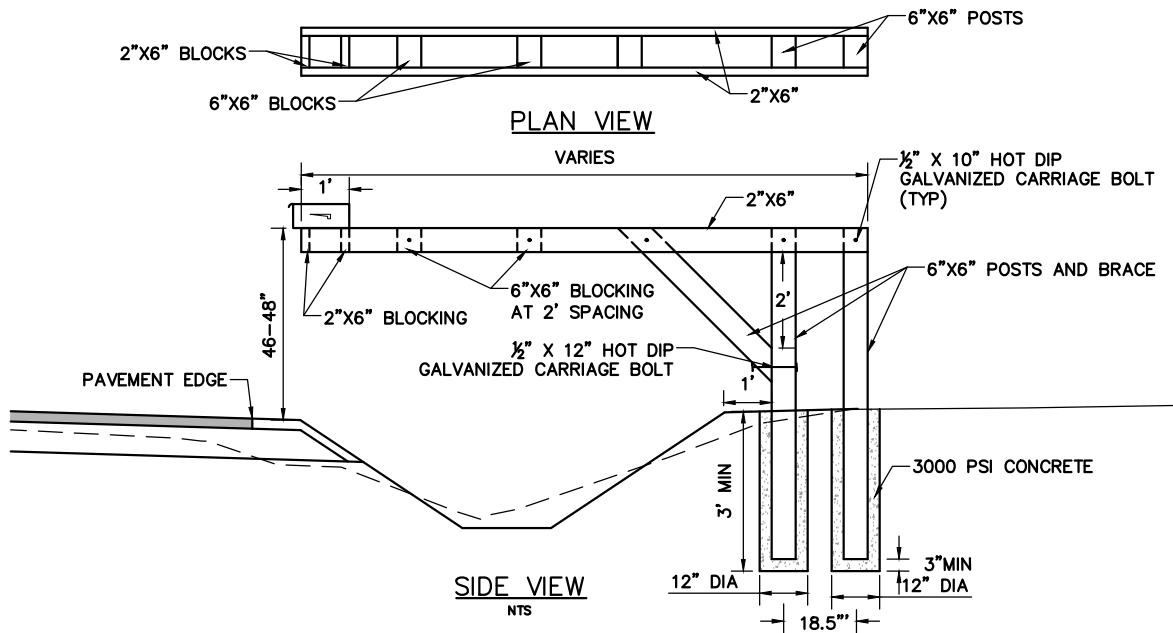


**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

DRIVEWAY DETAILS

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15



6-INCH UNDERDRAIN

- NTS
- A. OUTFALL CONNECTIONS WILL BE EITHER INTO CATCH BASINS, OR CPP SADDLE TEES.
 - B. UPPER END OF PIPES SHALL BE CAPPED AND THE FILTER CLOTH FOLDED AND OVERLAPPED TO SEAL END OF DRAINAGE ROCK SECTION. VARIES AS DIRECTED BY THE ENGINEER.
 - C. VARIES 12" TO 30" AS DETERMINED BY THE ENGINEER.
 - D. MINIMUM PIPE GRADIENT SHALL BE 1%.

RECONSTRUCT MAILBOX TABLE		
HOUSE NUMBER	LOCATION	COMMENTS
4949	10+90, 12' LT	SINGLE
4947 / 4945	11+78, 12' LT	GANG
4942 / 4940	11+79, 12' LT	GANG
4938 / 4936	14+51, 12' LT	GANG
4941	14+52, 12' LT	SINGLE
4937 / 4935	14+86, 12' LT	GANG
4933	16+07, 12' LT	SINGLE
4929 / 4928	17+04, 12' LT	GANG
4924 / 4925	18+28, 12' LT	GANG
4920	19+27, 12' LT	SINGLE

1. STATION AND OFFSET FOR NEW MAILBOX LOCATIONS ARE GIVEN TO THE FRONTFACE OF THE MAILBOX RECEPTACLE.

2. CONTRACTOR SHALL STAKE MAILBOX POST LOCATION FOR APPROVAL BY THE ENGINEER.

3. ALL 2" X AND 6" X MATERIAL SHALL BE PRESSURE TREATED. 1"x2" MEMBERS BEAMS MAY BE COMMON LUMBER. ALL BOLTS SHALL BE GALVANIZED. ALL SCREWS SHALL BE EXTERIOR SCREWS

4. REINSTALL EXISTING MAILBOX AND NEWSPAPER RECEPTACLES TO NEW POST ASSEMBLIES. IF THE RECEPTACLES ARE DAMAGED BY THE CONTRACTOR, NEW RECEPTACLES OF SAME SIZE AND COLOR AND NEW HOUSE NUMBERS SHALL BE PROVIDED BY THE CONTRACTOR.

5. GANG (DOUBLE) MAILBOX ASSEMBLIES SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 2719.1. RECONSTRUCT MAILBOX, AS ONE PAY UNIT.

6. MAIL DELIVERY SERVICE SHALL NOT BE INTERRUPTED AND ACCESS TO EACH MAILBOX RECEPTACLE SHALL BE AVAILABLE TO THE UNITED STATES POSTAL SERVICE AND THE RESIDENTS AT ALL TIMES.

7. EXISTING MAILBOXES THAT ARE MOVED BY THE CONTRACTOR SHALL HAVE TEMPORARY SUPPORTS PROVIDED AS REQUIRED FOR CONTINUED USAGE.

8. CONSTRUCT MAILBOXES PER DETAIL 'CANTILEVERED MAILBOX' SHEET 6.

9. SALVAGE AND REUSE EXISTING MAILBOX RECEPTACLES

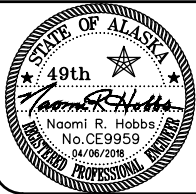
CANTILEVERED MAILBOX

PAVING SEQUENCE REQUIREMENTS:

- LAYDOWN OPERATIONS MAY BEGIN IN EITHER LANE AND AT EITHER END OF PROJECT.
- THE EDGE OF PAVEMENT ALONG THE CENTERLINE SHALL NOT BE ALLOWED TO DROP BELOW 200' PRIOR TO THE ASPHALT MIX FROM THE ADJACENT LANE BEING PLACED AGAINST THIS JOINT.
- LAYDOWN OPERATIONS SHALL NOT PROCEED UNTIL ALL RESIDENTS AFFECTED BY THE PAVING OPERATIONS HAVE BEEN NOTIFIED OF THE PERIOD OF TIME THAT VEHICULAR ACCESS TO AND FROM THEIR RESIDENCE WILL BE UNAVAILABLE.

NOTES FOR TRAFFIC CONTROL:

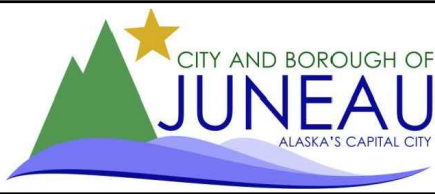
- ALL TRAFFIC TO BE CONTROLLED PER THE REQUIREMENTS OF THE ALASKA TRAFFIC MANUAL (U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE ALASKA SUPPLEMENT).
- ALL DETOURS SHALL BE AS APPROVED BY THE ENGINEER.
- ROAD CLOSURES WILL BE PERMITTED ONLY AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR WILL NOT BE PERMITTED TO OBSTRUCT VEHICULAR TRAFFIC BETWEEN THE HOURS OF 4:30pm AND 8:00am SEVEN DAYS A WEEK. DURING THIS PERIOD, TWO LANES SHALL BE OPEN TO VEHICULAR TRAFFIC AND WITH A MINIMUM TOTAL WIDTH OF 18 FEET.
- PROVIDE ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES.
- A MINIMUM OF ONE LANE (9 FOOT MINIMUM WIDTH) SHALL BE KEPT OPEN TO VEHICULAR TRAFFIC AT ALL TIMES, EXCEPT A FIVE (5) MINUTE MAXIMUM STOPPAGE TO VEHICULAR TRAFFIC WILL BE PERMITTED, WITH NO MORE THAN ONE TRAFFIC STOPPAGE PER HOUR.
- PEDESTRIAN TRAFFIC SHALL BE AVAILABLE ALONG AT LEAST ONE SIDE OF THE STREET AT ALL TIMES. THE PEDESTRIAN PATHWAY SHALL BE CLEARLY MARKED AND SHALL SATISFY THE REQUIREMENTS AS DESCRIBED IN THE SPECIAL PROVISIONS.



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MCGINNIS SUBDIVISION PAVING,
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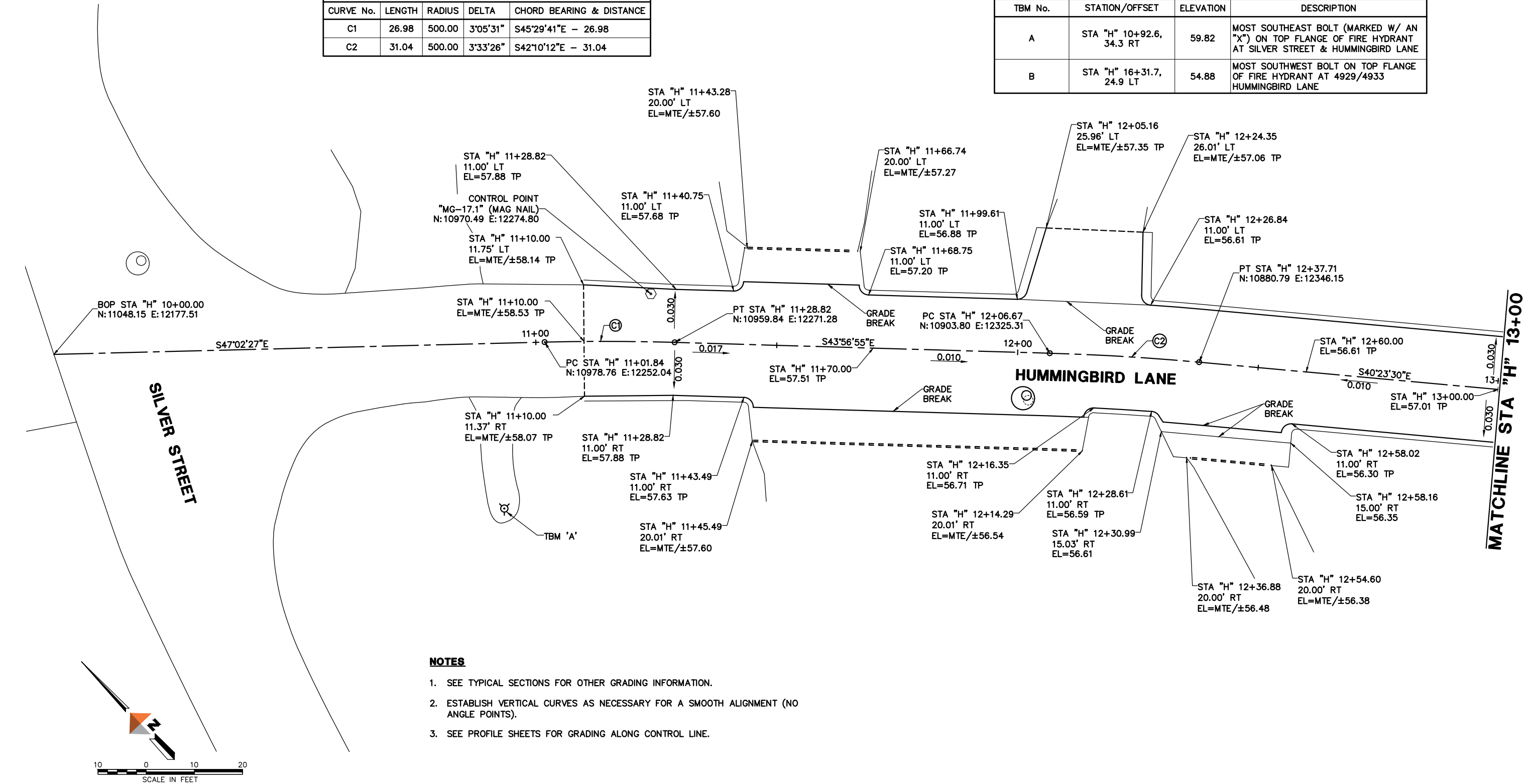
TRAFFIC CONTROL NOTES,
PAVING SEQUENCE REQUIREMENTS
AND DETAILS

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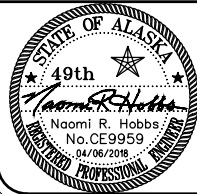
CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
C1	26.98	500.00	3°05'31"	S45°29'41"E - 26.98
C2	31.04	500.00	3°33'26"	S42°10'12"E - 31.04

VERTICAL CONTROL			
TBM No.	STATION/OFFSET	ELEVATION	DESCRIPTION
A	STA "H" 10+92.6, 34.3 RT	59.82	MOST SOUTHEAST BOLT (MARKED W/ AN "X") ON TOP FLANGE OF FIRE HYDRANT AT SILVER STREET & HUMMINGBIRD LANE
B	STA "H" 16+31.7, 24.9 LT	54.88	MOST SOUTHWEST BOLT ON TOP FLANGE OF FIRE HYDRANT AT 4929/4933 HUMMINGBIRD LANE



NOTES

1. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
2. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS).
3. SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.



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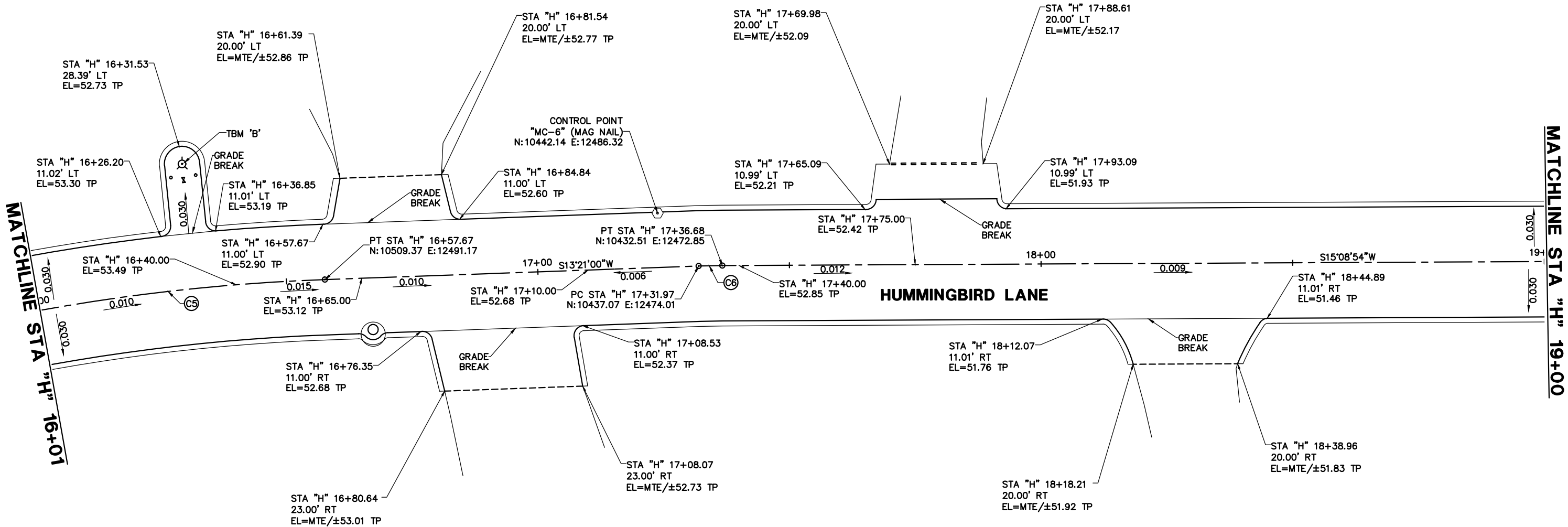


**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

**HORIZONTAL AND VERTICAL CONTROL
ROAD LAYOUT AND GRADES
SILVER STREET TO STA "H" 13+00**

SHEET NO.
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of
15

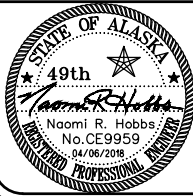
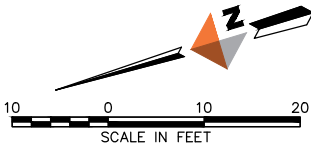
VERTICAL CONTROL			
TBM No.	STATION/OFFSET	ELEVATION	DESCRIPTION
A	STA "H" 10+92.6, 34.3 RT	59.82	MOST SOUTHEAST BOLT (MARKED W/ AN "X") ON TOP FLANGE OF FIRE HYDRANT AT SILVER STREET & HUMMINGBIRD LANE
B	STA "H" 16+31.7, 24.9 LT	54.88	MOST SOUTHWEST BOLT ON TOP FLANGE OF FIRE HYDRANT AT 4929/4933 HUMMINGBIRD LANE



NOTES

- SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
- ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS).
- SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.

CURVE TABLE				
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING & DISTANCE
C6	4.71	150.00	1°47'54"	S14°14'57"W - 4.71
C5	97.98	400.00	14°02'07"	S06°19'57"W - 97.74



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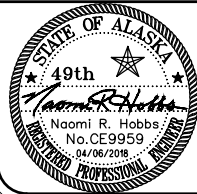
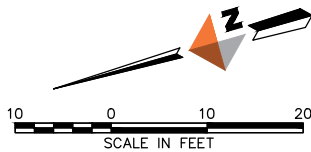
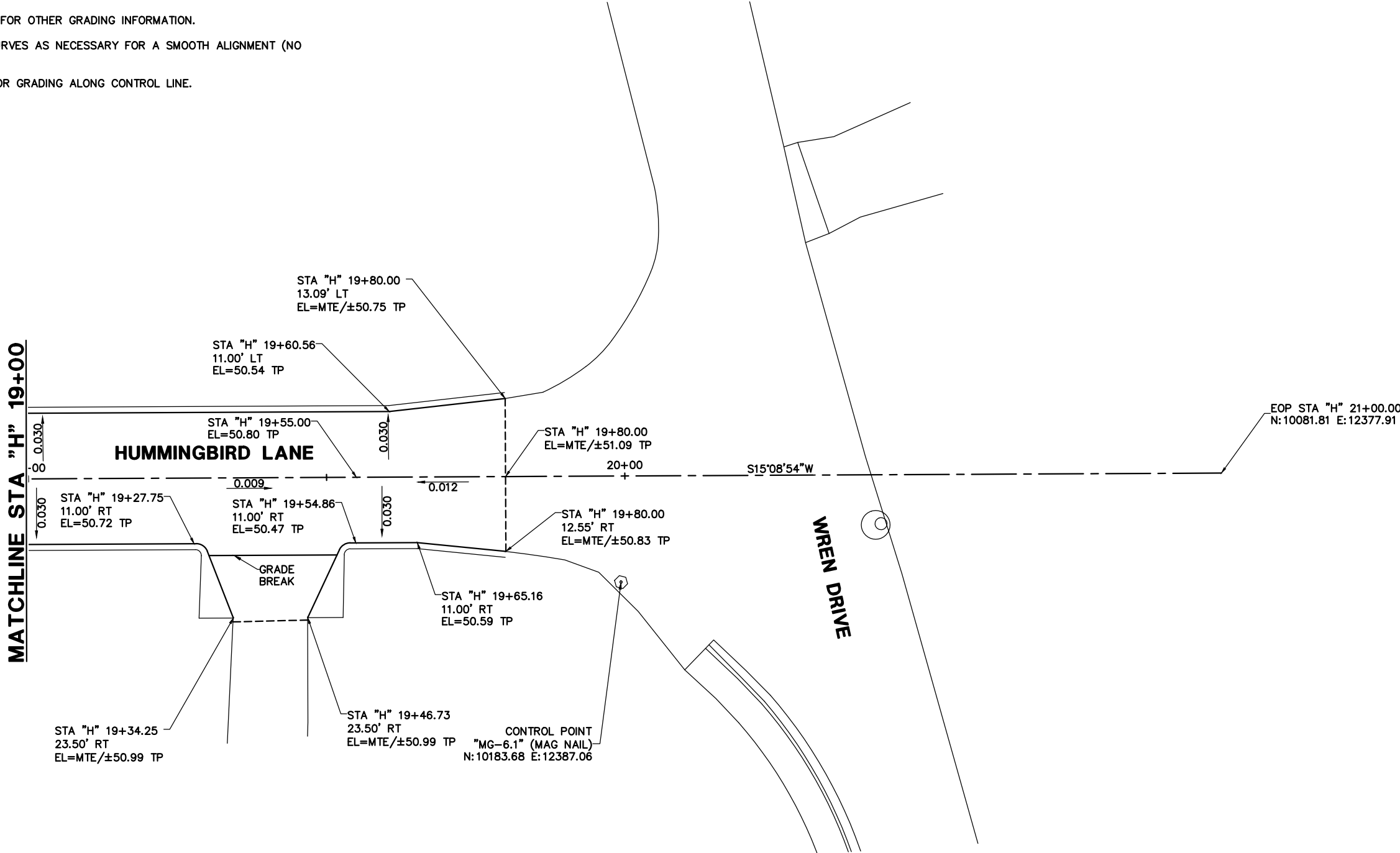
**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

**HORIZONTAL AND VERTICAL CONTROL
ROAD LAYOUT AND GRADES
STA "H" 16+01 TO STA "H" 19+00**

SHEET NO.
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of
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NOTES

1. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
2. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS).
3. SEE PROFILE SHEETS FOR GRADING ALONG CONTROL LINE.



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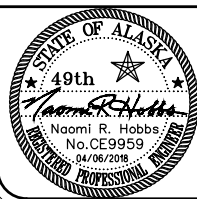
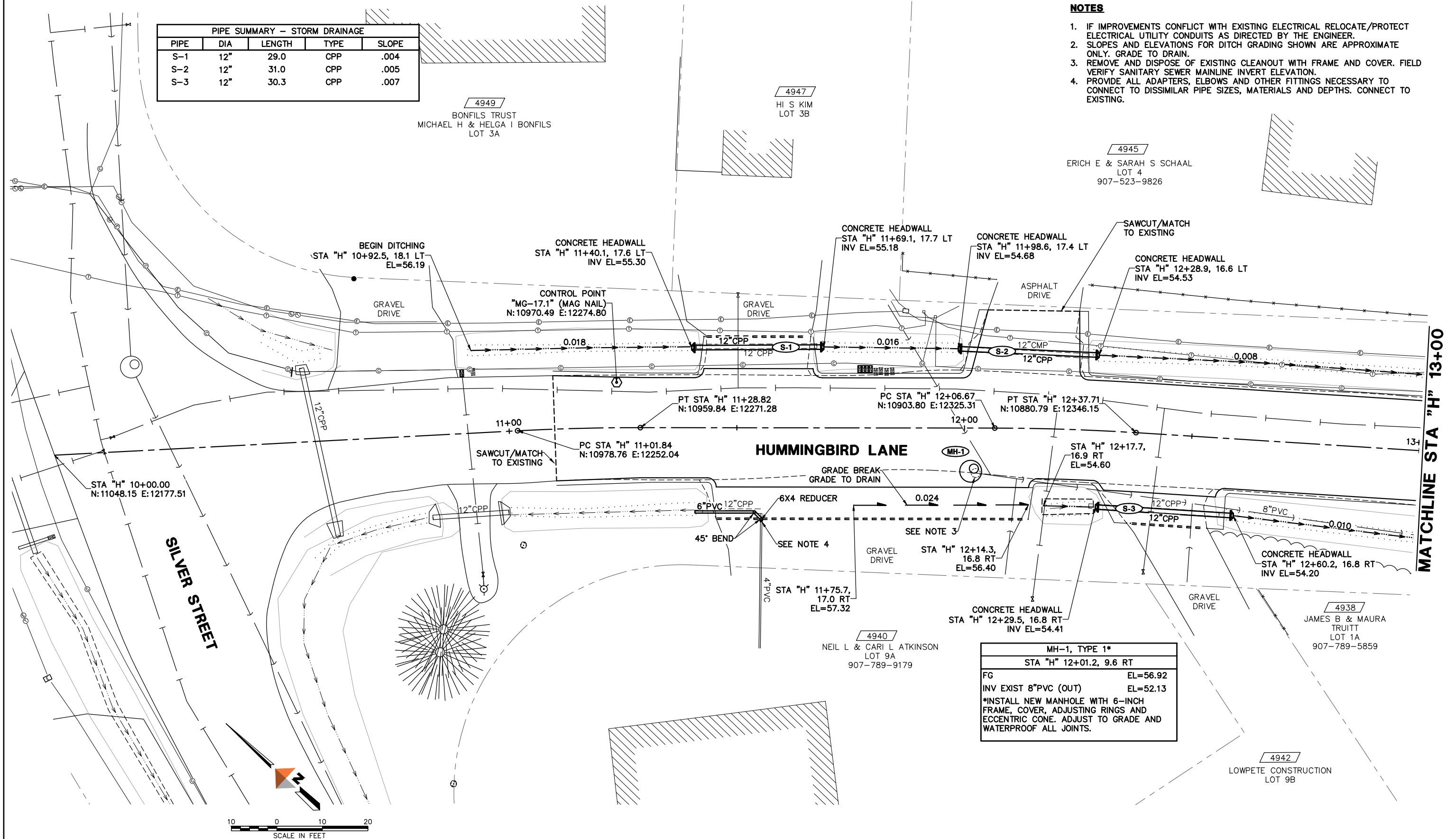
**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

**HORIZONTAL AND VERTICAL CONTROL
ROAD LAYOUT AND GRADES
STA "H" 19+00 TO WREN DRIVE**

SHEET NO.
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15

PIPE SUMMARY — STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-1	12"	29.0	CPP	.004
S-2	12"	31.0	CPP	.005
S-3	12"	30.3	CPP	.007

NOTES



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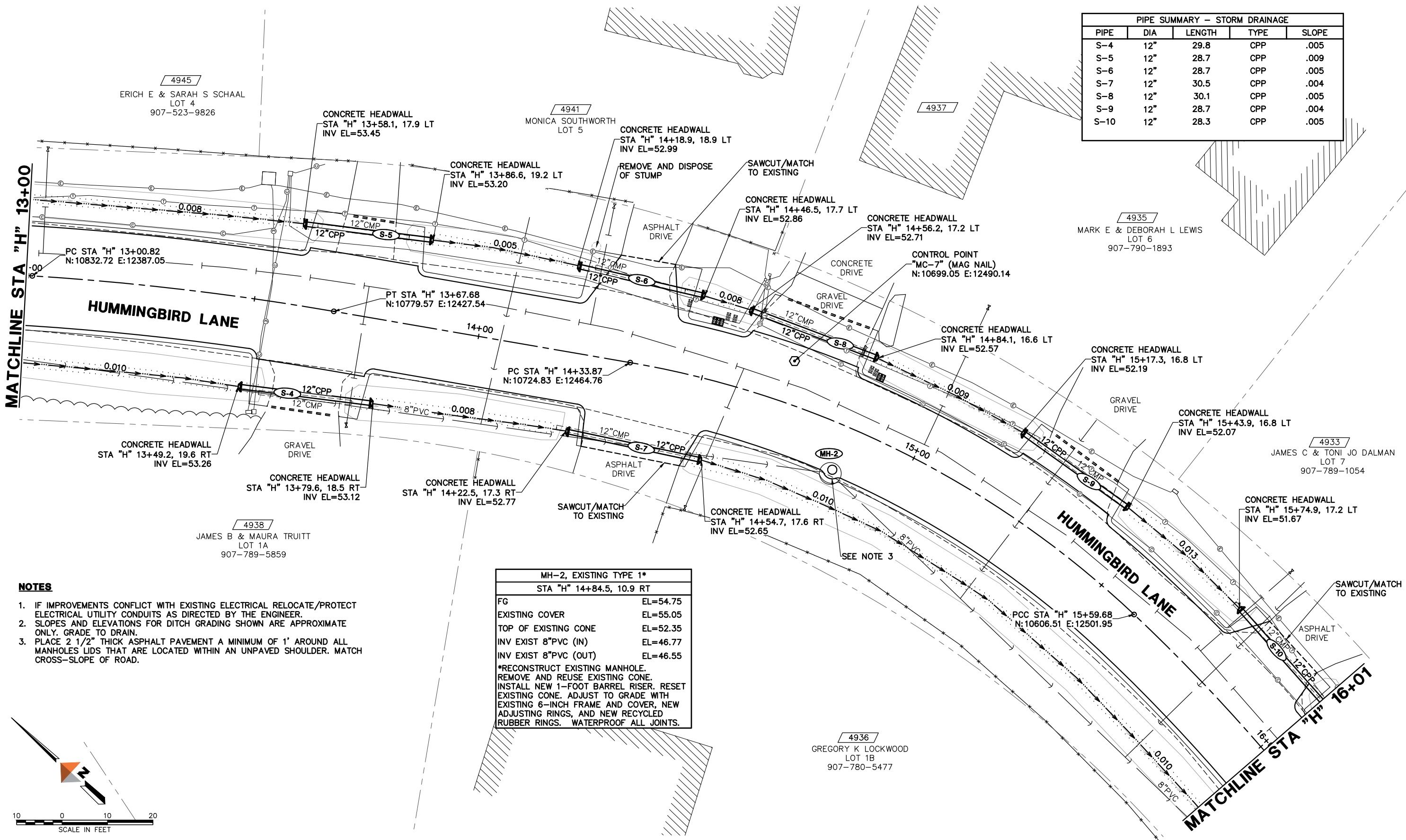
**MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

**PLAN - HUMMINGBIRD LANE
SILVER STREET TO STA "H" 13+00**

SHEET NO.

10 of 15

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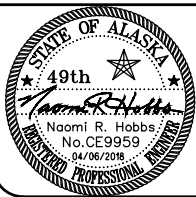
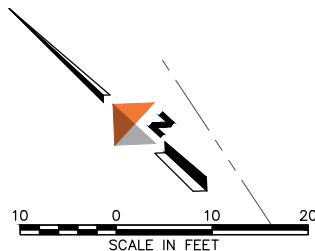


PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-4	12"	29.8	CPP	.005
S-5	12"	28.7	CPP	.009
S-6	12"	28.7	CPP	.005
S-7	12"	30.5	CPP	.004
S-8	12"	30.1	CPP	.005
S-9	12"	28.7	CPP	.004
S-10	12"	28.3	CPP	.005

NOTES

1. IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.
2. SLOPES AND ELEVATIONS FOR DITCH GRADING SHOWN ARE APPROXIMATE ONLY. GRADE TO DRAIN.
3. PLACE 2 1/2" THICK ASPHALT PAVEMENT A MINIMUM OF 1' AROUND ALL MANHOLES LIDS THAT ARE LOCATED WITHIN AN UNPAVED SHOULDER. MATCH CROSS-SLOPE OF ROAD.

MH-2, EXISTING TYPE 1*	
STA "H" 14+84.5, 10.9 RT	
FG	EL=54.75
EXISTING COVER	EL=55.05
TOP OF EXISTING CONE	EL=52.35
INV EXIST 8"PVC (IN)	EL=46.77
INV EXIST 8"PVC (OUT)	EL=46.55
*RECONSTRUCT EXISTING MANHOLE. REMOVE AND REUSE EXISTING CONE. INSTALL NEW 1-FOOT BARREL RISER. RESET EXISTING CONE. ADJUST TO GRADE WITH EXISTING 6-INCH FRAME AND COVER, NEW ADJUSTING RINGS, AND NEW RECYCLED RUBBER RINGS. WATERPROOF ALL JOINTS.	



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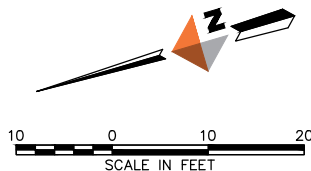
MCGINNIS SUBDIVISION PAVING,
PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201

PLAN - HUMMINGBIRD LANE
STA "H" 13+00 TO STA "H" 16+01

SHEET NO.

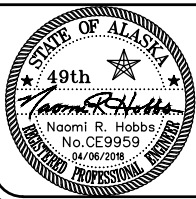
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NOTES

1. IF IMPROVEMENTS CONFLICT WITH EXISTING ELECTRICAL RELOCATE/PROTECT ELECTRICAL UTILITY CONDUITS AS DIRECTED BY THE ENGINEER.
2. SLOPES AND ELEVATIONS FOR DITCH GRADING SHOWN ARE APPROXIMATE ONLY. GRADE TO DRAIN.
3. PLACE 2 1/2" THICK ASPHALT PAVEMENT A MINIMUM OF 1' AROUND ALL MANHOLES LIDS THAT ARE LOCATED WITHIN AN UNPAVED SHOULDER. MATCH CROSS-SLOPE OF ROAD.



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PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

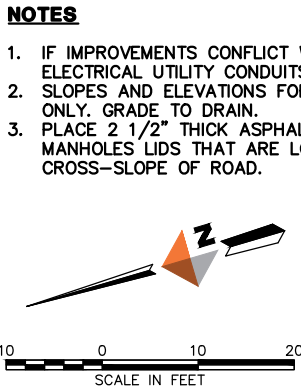
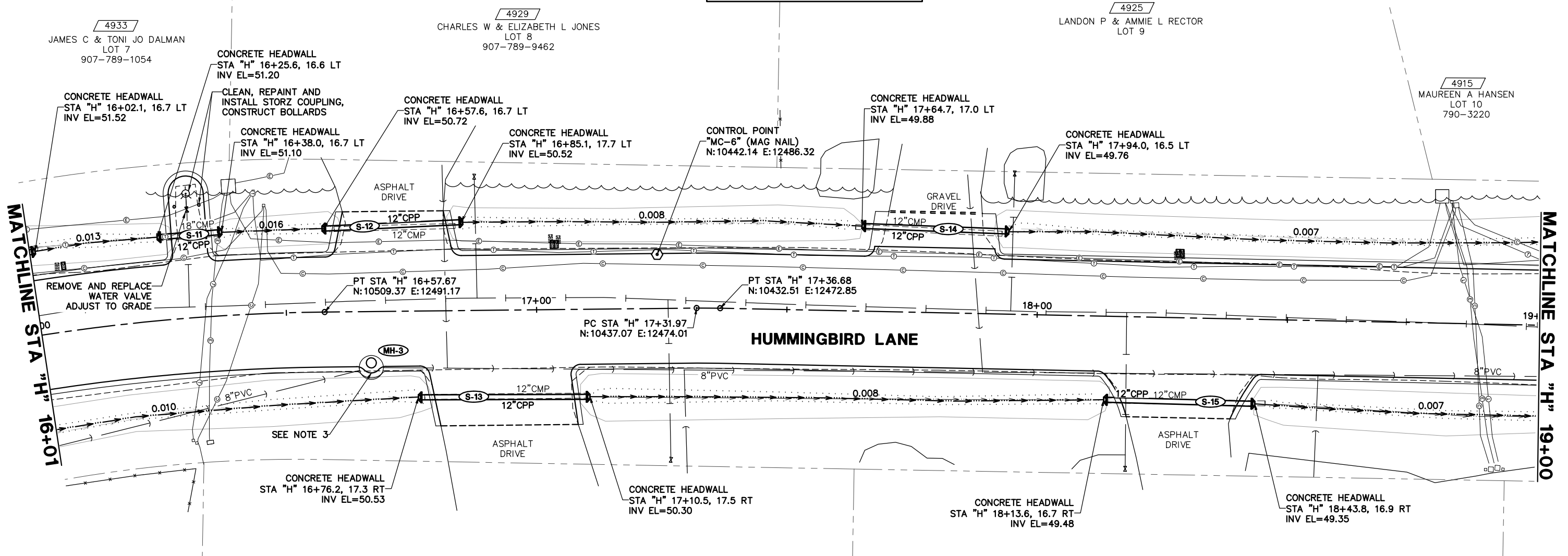
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STA "H" 16+01 TO STA "H" 19+00**

SHEET NO.

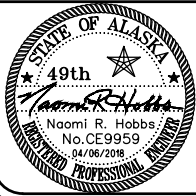
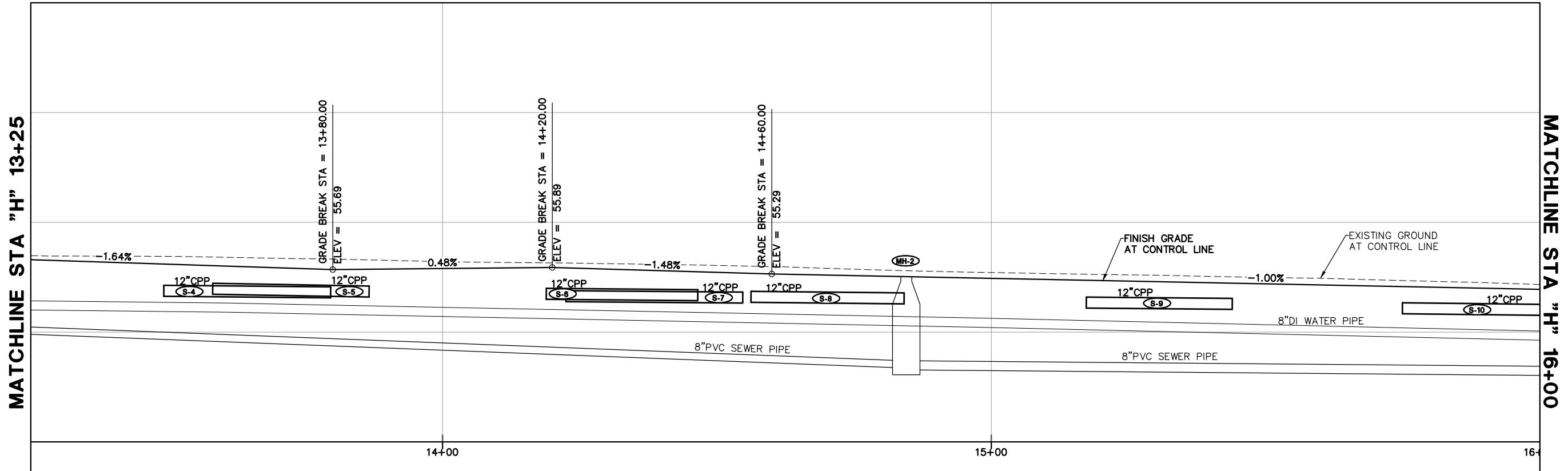
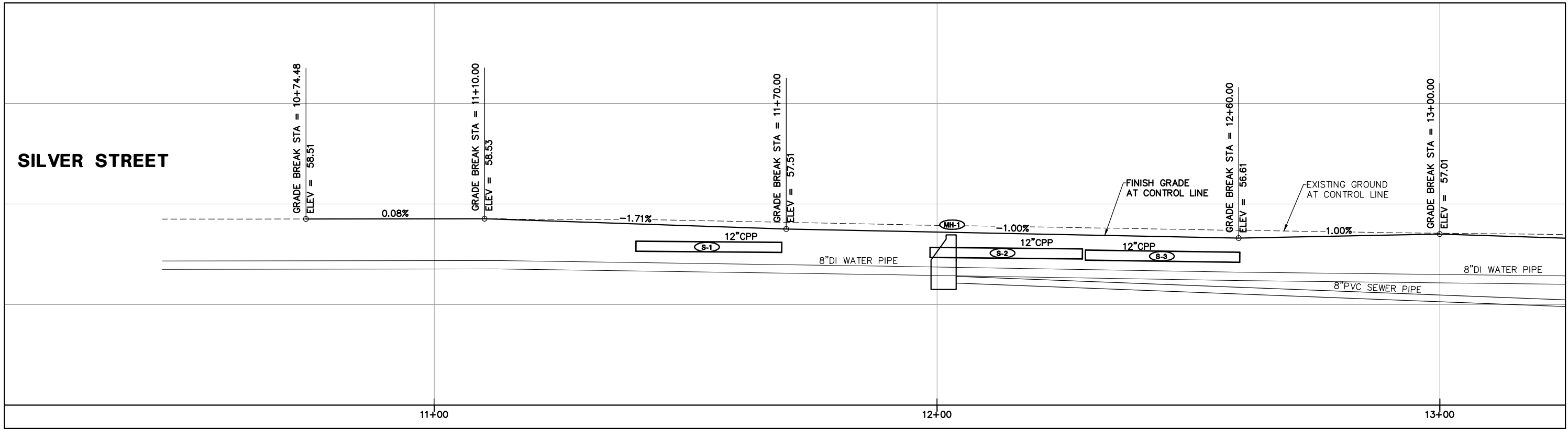
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15**

MH-3, EXISTING TYPE 1*	
STA "H" 16+66.9, 11.2 RT	
FG	EL=52.79
EXISTING COVER	EL=53.23
TOP OF EXISTING CONE	EL=51.28
INV EXIST 8"PVC (IN)	EL=45.77
INV EXIST 8"PVC (OUT)	EL=45.70
*RECONSTRUCT EXISTING MANHOLE. ADJUST TO GRADE WITH EXISTING 6-INCH FRAME AND COVER, NEW ADJUSTING RINGS, AND NEW RECYCLED RUBBER RINGS. WATERPROOF ALL JOINTS.	

PIPE SUMMARY - STORM DRAINAGE				
PIPE	DIA	LENGTH	TYPE	SLOPE
S-11	12"	12.9	CPP	.008
S-12	12"	28.1	CPP	.007
S-13	12"	34.3	CPP	.007
S-14	12"	29.4	CPP	.004
S-15	12"	30.2	CPP	.004



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PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

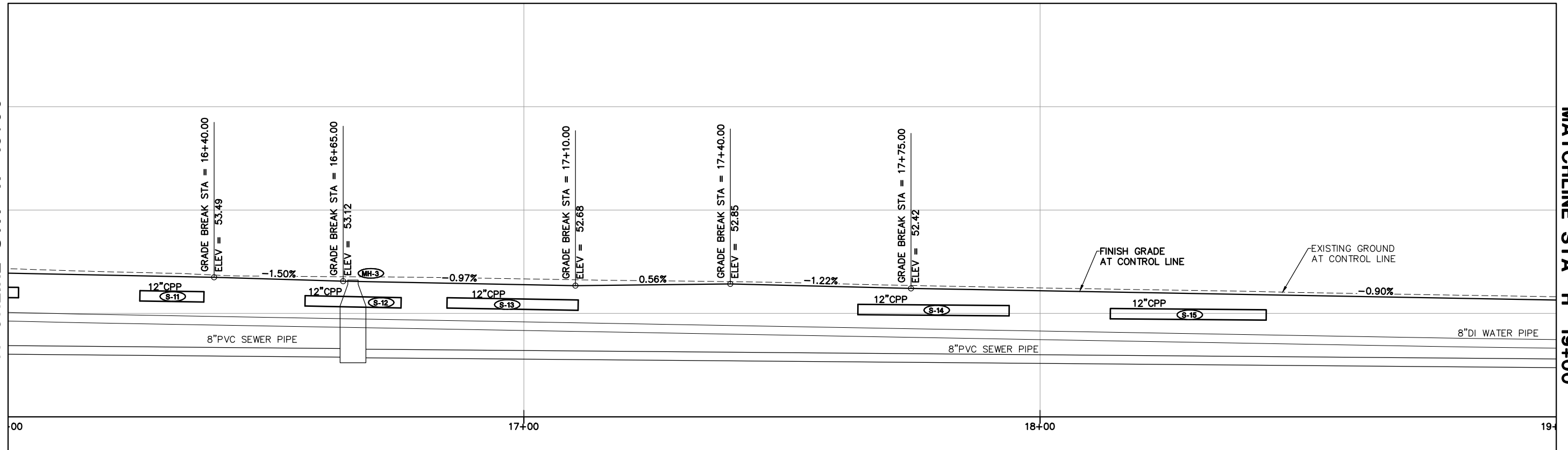
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SILVER STREET
TO STA "H" 16+00**

SHEET NO.

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15**

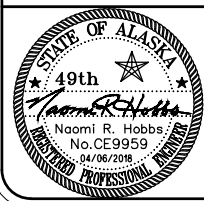
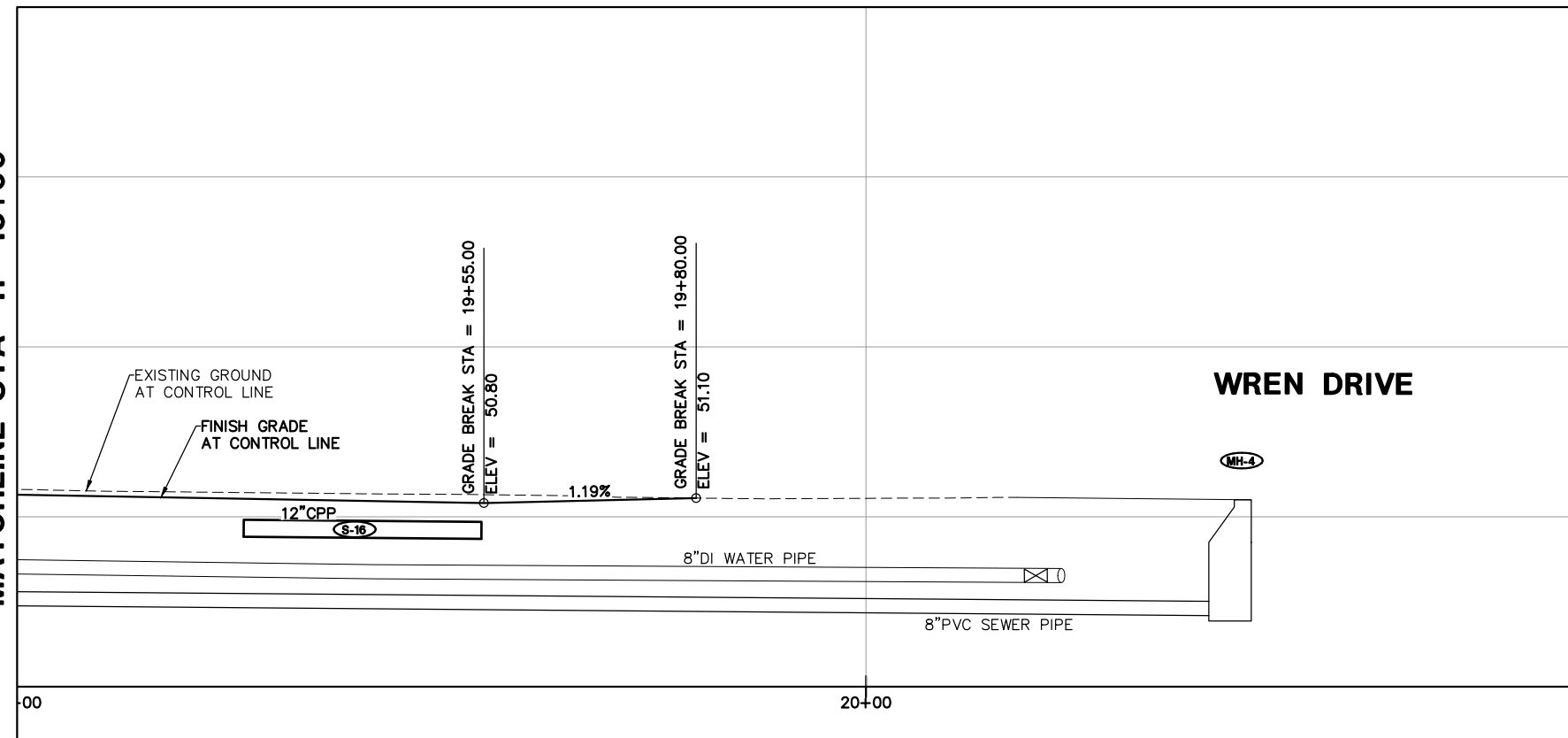
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MATCHLINE STA "H" 16+00



MATCHLINE STA "H" 19+00

MATCHLINE STA "H" 19+00



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PHASE IV - HUMMINGBIRD LANE
CONTRACT NO. BE18-201**

**PROFILE - HUMMINGBIRD LANE
STA "H" 16+00 TO WREN DRIVE**

SHEET NO.
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of
15